

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
July 10, 2002
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Terry Ellis, Peoria, Chairman
George Hoffman, Apache Junction
Todd Hileman, Avondale
Joe Blanton, Buckeye
Jon Pearson, Carefree
*Usama Abujbarah, Cave Creek
Donna Dreska, Chandler
Stuart Brackney, El Mirage
*Paul Nordin, Fountain Hills
Shane Dille, Gila Bend
*Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Terry Zerkle for Ed Beasley, Glendale
Grant Anderson for Stephen Cleveland,
Goodyear
*Tom Morales, Guadalupe
Horatio Skeete, Litchfield Park
Mike Hutchinson, Mesa

Tom Martinsen, Paradise Valley
Frank Fairbanks, Phoenix
Joe LaFortune for Cynthia Seelhammer,
Queen Creek
Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Steve Olson for Jan Dolan, Scottsdale
Bill Pupo, Surprise
Shannon Wilhelmsen for Will Manley, Tempe
*Ralph Velez, Tolleson
Fred Carpenter, Wickenburg
*Mark Fooks, Youngtown
Chuck Eaton for Victor Mendez, ADOT
Tom Buick for David Smith, Maricopa
County
Ken Driggs, Valley Metro/RPTA

*Those members neither present nor represented by proxy.
Participated by videoconference or telephone conference call.

1. Call to Order

The meeting was called to order by Chairman Terry Ellis, Peoria, at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chairman Ellis stated that transit tickets were available following the meeting from Valley Metro/RPTA. He announced that for agenda item #10, Finding of Conformity for the Draft FY 2003-2007 MAG Transportation Improvement Program and the Draft Long Range Transportation Plan 2002 Update, a memo reflecting the recommendation from the Air Quality Technical Advisory Committee was at each place. Chairman Ellis noted that for agenda item #13, Small Plant Review and Approval Process for the Proposed Quintero Wastewater Treatment Facility, a memo reflecting the recommendation of the Water Quality Advisory Committee was at each place. He stated that for agenda item #15B, Approval of the Draft FY 2003-2007 MAG Transportation Improvement Program, Errata Sheet #5 was at each place.

Chairman Ellis welcomed Todd Hileman, the new City Manager for the City of Avondale. He also welcomed George Hoffman, Interim City Manager, from the new MAG member agency, Apache Junction, who was expected to join the meeting.

3. Approval of June 12, 2002 Meeting Minutes

Chairman Ellis asked members if there were any changes to the minutes. Hearing none, he asked for a motion to approve.

Mike Hutchinson moved to approve the minutes of the June 12, 2002 meeting. Fred Carpenter seconded, and the motion carried unanimously.

4. Call to the Audience

Chairman Ellis stated that public comments have a three minute time limit and there is a timer to help the public with their presentations. When two minutes have elapsed, a yellow light will come on notifying the speaker that they have one minute to sum up. At the end of the three minute time period, a red light will come on. Chairman Ellis stated that for members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items.

Chairman Ellis recognized public comment from Blue Crowley, who commented on agenda item #7, Enhancement Funds Working Group Round X Recommendations. He stated that Enhancement Funds could be used for the Grand Canal/I-17 project. For agenda item #8, Draft FY 2004-2008 MAG TIP Guidance Report, he asked how could public comment on this item be conveyed to the Management Committee when the TRC meeting took place the day prior? For agenda item #10, Finding of Conformity for the Draft FY 2003-2007 MAG Transportation Improvement Program and the Draft Long Range Transportation Plan 2002 Update, Mr. Crowley stated that the Grand Avenue upgrades are not bike and pedestrian sensitive. He asked whether it proves you are in conformity. Mr. Crowley stated that conformity says that projects that are started must be completed. When is the express terminal on I-10 going to be completed? The City of Phoenix should abandon the project to the State of Arizona. For agenda item #12, Draft MAG Comments on the Implementation of the New Eight Hour Ozone Standard, look at the PM 225s. For agenda item #14, Census 2000 Data Release, Mr. Crowley asked that he be counted.

5. Interim Executive Director's Report

Dennis Smith stated that an announcement had been transmitted about a Storm Water Management Discussion Group scheduled for July 22, 2002. The idea for a discussion group resulted from a suggestion of some Management Committee members. Mr. Smith stated that the Flood Control District will work with staff to develop best practices in order to meet new guidelines by the March 10, 2003 deadline.

Mr. Smith stated that the Transportation Policy Committee was appointed at the June 26, 2002 Regional Council meeting. He stated that appointments of the Chair and Vice Chair are anticipated at the July 24, Regional Council meeting.

Mr. Smith introduced new MAG staff member, Carlos Jurado, Community Outreach Specialist. Mr. Jurado has been in the news business for 27 years, including 18 years on the Hispanic program, “Este Eres Tu.” Mr. Jurado was also news director for channel 33. Mr. Smith stated that Mr. Jurado will work with Kelly Taft and Jason Stephens on the Title VI requirements of TEA-21. He mentioned Mr. Jurado’s service in the United States Air Force as a medic in the 1960s.

Mr. Smith introduced MAG’s new receptionist, Doti Brown. Ms. Brown, who has worked in the banking field for the past 15 years, attended Pace University and the American Institute of Banking. Chairman Ellis thanked Mr. Smith for his report and asked if there were any questions.

6. Approval of Consent Agenda

Chairman Ellis stated that public comment is provided at the beginning of the meeting for action items on consent. Each speaker is provided with a total of three minutes to comment on the consent agenda. He noted that no public comment cards had been turned in. Chairman Ellis stated that agenda items #7, #8, #9, #10, #11, #12, #13, and #14 were on the consent agenda. He stated that any member of the Committee may request that an item be removed from the consent agenda and considered individually. Chairman Ellis noted that a request had been received to take agenda item #9, Federal Fiscal Year 2002 MAG Federal Funds Final Closeout and Administrative Adjustment to the FY 2002-2006 MAG Transportation Improvement Program, off consent to be heard.

Chairman Ellis asked for a motion on agenda items #7, #8, #10, #11, #12, #13, and #14. Mr. Hutchinson moved to recommend approval, George Pettit seconded, and the motion carried unanimously.

7. Enhancement Funds Working Group Round X Recommendations

The Management Committee, by consent, recommended that ranked applications from the MAG Enhancement Funds Working Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee. The Enhancement Funds Working Group received 16 enhancement fund applications for local funds, totaling \$5,726,274 with approximately \$7.5 million available statewide. Three applications for state funds were received totaling \$998,009 with approximately \$5.5 million available statewide. The Working Group ranked the projects and recommended that they be forwarded to the Arizona Department of Transportation (ADOT). The Working Group also recommended that two local applications not be forwarded to ADOT.

8. Draft FY 2004-2008 MAG TIP Guidance Report

The Management Committee, by consent, recommended acceptance of the Draft FY 2004-2008 MAG Transportation Improvement Program Guidance Report. Each year at the beginning of the cycle to develop the next Transportation Improvement Program (TIP), MAG provides a TIP Guidance Report which updates the regional Transportation Management Systems; Title VI, environmental justice and other socioeconomic factors; and other policy changes with regard to programming TIP projects. The Transportation Review Committee recommended acceptance of the Report and also recommended deferring the programming of 2008 MAG federal funds,

which except for certain air quality projects, may need to be programmed for air quality conformity purposes.

10. Finding of Conformity for the Draft FY 2003-2007 MAG Transportation Improvement Program and the Draft Long Range Transportation Plan 2002 Update

The Management Committee, by consent, recommended approval of the Finding of Conformity for the Draft FY 2003-2007 MAG Transportation Improvement Program and Draft MAG Long Range Transportation Plan 2002 Update. The Draft 2002 Conformity Analysis concludes that the draft Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP) meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On July 10, 2002, the Air Quality Technical Advisory Committee recommended approval of the Draft 2002 MAG Conformity Analysis for the Draft FY 2003-2007 MAG Transportation Improvement Program (TIP), and the Draft Long Range Transportation Plan 2002 Update. Approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and LRTP.

11. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the Draft FY 2003-2007 MAG Transportation Improvement Program and Draft Long Range Transportation Plan 2002 Update to reflect modifications to Mill Avenue in the City of Tempe. In addition, consultation is being conducted on the closeout of the FY 2002 MAG Federal funds.

12. Draft MAG Comments on the Implementation of the New Eight Hour Ozone Standard

The Environmental Protection Agency is requesting comments on the implementation of the new eight hour ozone standard. Key issues include: classification of areas, attainment dates, transport, transportation conformity, and CMAQ funding implications. On May 30, 2002, the MAG Air Quality Technical Advisory Committee reviewed and discussed a draft list of MAG comments.

Issue: Classification of Areas - The Environmental Protection Agency should use the actual monitoring data for the three most recent years at the time of designation, rather than an older, higher design value.

Issue: Attainment Dates - The Environmental Protection Agency should take into account the benefits from the federal Tier II Light Duty Engine Standards and Heavy Duty Engine Standards when establishing the attainment dates for the eight hour ozone standard. Some areas may be able to attain the standard with the federal measures only. This approach would be cost effective by minimizing the need for additional control measures.

Issue: Transport - The Environmental Protection Agency should ensure that downwind areas have attainment dates consistent with upwind areas which transport emissions. Downwind areas need sufficient time to attain the standard. If the downwind area has an earlier attainment date, the area could be at risk for noncompliance and ultimately, sanctions.

Issue: Transportation Conformity - Conformity requirements for the one hour ozone standard should not apply, after the one hour standard is revoked. If the one hour and eight hour ozone

standards are imposed concurrently, agencies conducting conformity should have the option of meeting one or the other, but not be required to meet both. The build/no build test for hydrocarbons may be more difficult to pass since the speed correction curves in MOBILE6 are “flatter” than the curves in MOBILE5a.

Issue: Congestion Mitigation Air Quality Funds (CMAQ) Implications - When the Transportation Efficiency Act -21 is reauthorized (TEA-3), the Congestion Mitigation Air Quality Funds Program should be continued. The CMAQ Program is the principal source of funds for transportation control measures in air quality plans and conformity demonstrations. Under TEA-3, the CMAQ apportionment formula should continue to consider the population of nonattainment and maintenance areas in each state and their classification for ozone and carbon monoxide. The new CMAQ apportionment formula should take into account PM-10 nonattainment and maintenance areas. Additional weight should be given to areas that have been in violation of both the one hour and eight hour ozone standards. These areas are likely to be the major source of transportation-related ozone precursors.

13. Small Plant Review and Approval Process for the Proposed Quintero Wastewater Treatment Facility

The Management Committee, by consent, recommended approval of the proposed Quintero Wastewater Treatment Facility as part of the MAG 208 Water Quality Management Plan. The City of Peoria has requested that MAG review the proposed Quintero Wastewater Treatment Facility through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The facility would have an ultimate capacity of 150,000 gallons per day and excess reclaimed water would be disposed of through reuse. The City of Surprise and the Maricopa County unincorporated area are within three miles of the project, and both have indicated they do not object to the proposed facility. On July 8, 2002, the MAG Water Quality Advisory Committee recommended approval of the facility.

14. Census 2000 Data Release

On May 24, 2002, the United States Bureau of the Census released Census 2000 sample data for Arizona, its counties and its places. These data include, but are not limited to, education, employment, income, industry, language at home, occupation, poverty, housing units and housing value. MAG staff has extracted these data for MAG member agencies and incorporated them into a series of tables. Later this summer, these data will be released at the Census Tract and Block Group level of geography.

9. Federal Fiscal Year 2002 MAG Federal Funds Final Closeout and Administrative Adjustment to the FY 2002-2006 MAG Transportation Improvement Program

This agenda item was taken off consent.

Paul Ward explained the MAG Federal Funds Close Out process. He stated that MAG’s aim is to end the year with zero Obligation Authority (OA). Usually, there is less than \$200,000 in OA available at the end of the federal fiscal year. At the current time, it is expected that there will be less than \$300,000 left at the end of the fiscal year. Mr. Ward explained that two FY 2002 programmed projects, one in Mesa and one in Scottsdale, totaling \$1,100,000, will likely not be able to obligate this year. Because of this, there will be approximately \$1,400,000 left, with

only \$1,200,000 in new ~~no~~ projects to obligate. He noted that the action before the committee with regard to funding did not need to be changed because it allowed for loaning ADOT any unused OA. Mr. Ward commented that the issue is that there are two projects for which there are requests for deferral for an additional year and those requests are normally made through the TRC. Mr. Ward stated that there is no TRC meeting scheduled until August, so there is insufficient time to get the projects through the TRC, Management, and Regional Council approval process before the end of the federal fiscal year. He stated that it was felt it would be appropriate to take the carry forward of these two projects to the Management Committee for guidance.

Grant Anderson asked if necessary action by the TRC on the other projects had been taken. Mr. Ward replied that at the time, the TRC had taken the appropriate action for the other projects involved. However, the situation with the Mesa and Scottsdale projects had only recently come to light.

Mr. Smith stated that a way to preserve options and protect the OA would be to loan the unused amount to ADOT and get it back the following fiscal year, then take the two projects that need deferral to the TRC and let them decide. Mr. Ward stated that was correct, however, unless the projects that are not able to obligate were authorized for deferral, they probably, under the current guidelines, would lose the funds. He indicated that the only option would be to go back to the TRC, but there is insufficient time to do this before the end of the federal fiscal year.

Mr. Anderson asked for clarification that what was being requested was the authority to utilize the OA for the three projects listed and the ability to carry over the other two projects, since this was not able to be accomplished by the end of the federal fiscal year. Mr. Ward replied that was correct.

Mr. Smith stated that the TRC has a rule of one year deferral. He noted that a deferral for two years in a row has been approved in the past by the TRC. The issue is whether to have the TRC consider the projects and allow the deferral or allow the Management Committee to consider the projects directly and allow the deferral.

Mr. Anderson moved to recommend approval of the following to close out the MAG Federally funded program: (1) an additional \$468,000 (CMAQ) for advancing a City of Peoria traffic synchronization project; (2) \$313,000 (CMAQ) for advancing the design of the dual left turn lane project at Stapley Drive at US-60 and (3) \$303,000 (CMAQ) for advancing the design of the dual left turn lane project at Val Vista Drive; and (4) to "loan" any unused OA to ADOT, to be reimbursed the following fiscal year. Ms. Dreska seconded.

Steve Olson asked for clarification that the motion addressed the Mesa and Scottsdale projects. He stated that the motion included the four items listed on the attachment, but the two projects were not included in the attachment. He mentioned that currently, the Scottsdale project was in the environmental analysis process at ADOT and would be unable to obligate.

Mr. Anderson stated that the motion included the projects as part of the TIP as identified and the three projects as identified in the agenda item.

Mr. Ward stated that staff became aware of the Mesa and Scottsdale projects late yesterday afternoon, and as a result, the motion could not be changed as part of the formal agenda. As a

result, it may be inappropriate to take action on the motion to defer the two projects at this meeting and they may need to go back to the TRC.

Mr. Smith asked the total cost of the Mesa and Scottsdale projects. Mr. Ward replied that the total of the two projects is \$1.1 million. He stated that the unused OA could be loaned to ADOT, then they give back the funding for federal fiscal year 2003, then the TRC could take action at their next meeting whether to grant deferral to those two projects, then adjust the TIP so those projects could proceed.

Mr. Hutchinson asked the date of the next TRC meeting. Mr. Ward replied the TRC will meet the end of August.

Ken Driggs stated that the Management Committee trumps the TRC. He noted that the requested action allows for what Mr. Ward presented, with no violation of the open meeting law. Mr. Driggs suggested that action be taken on Mr. Anderson's motion, followed by a separate motion to defer the two projects. He indicated that he would be willing to make that motion.

A vote was taken on the question, which passed, with Frank Fairbanks abstaining. Mr. Fairbanks clarified that he was not opposed, just unclear as to meaning.

Mr. Anderson asked for clarification of noticing requirements in regard to making a motion to carry forward the Mesa and Scottsdale projects. Mr. Smith stated that this agenda item is about FY 2002 closeout and these two projects are 2002 projects. In the broadest interpretation, the ability to carry forward could be consistent.

Mr. Anderson moved to carry forward the Mesa and Scottsdale projects as identified to the following year. Donna Dreska seconded.

Mr. Smith explained the motion. He stated that this would provide the cities of Mesa and Scottsdale with one more opportunity to complete their projects. Mr. Smith stated that the motion says that the Management Committee could defer the projects, instead of the TRC.

A vote was taken on the question, which passed, with Horatio Skeete abstaining.

15A. FY 2002 MAG Final Phase Public Input Opportunity

Jason Stephens gave a presentation on the FY 2002 Final Phase Public Input Opportunity. He stated that MAG co-sponsored several events with ADOT, Valley Metro, and Valley Connections during the year. Mr. Stephens stated that the Final Phase Open House and Public Hearing was conducted on Monday, July 1, 2002 and provided information on the Draft FY 2003-2007 TIP, the Draft Long Range Transportation Plan 2002 Update and the Draft FY 2002 Conformity Analysis. He summarized comments received at the hearing. Those comments included no more rumble strips in bicycle lanes; the County should have more input in the MAG planning process; there should be public representation on the Transportation Policy Committee; there needs to be 24-hour bus service; there needs to be a comprehensive Regional Transportation Plan with a significant transit component. Chairman Ellis thanked Mr. Stephens for his presentation and asked if there were questions.

Chairman Ellis recognized public comment from Mr. Crowley, who expressed his hopes that with new leadership, there would be improved working cooperation. He mentioned that Mr. Smith and Mr. Stephens had placed a sign at Central Station announcing the Open House/Public Hearing. This effort brought one more citizen to the functions. Mr. Crowley stated that there is an RPTA board meeting the next day, but not all will be represented. He stated that a 20-year rail and freight component needs to be included in the Long Range Plan. Mr. Crowley stated that it is necessary for this region to produce things and ship them as a partner in the world. Trade is necessary to this region. He suggested a route on the Gila River to the Colorado River to Puerto Penasco. Mr. Crowley stated that heavy rail routes in the northeast segment of the region are needed. All cities need to be connected. Instead, light rail that will tear up Central Avenue is being done. Mr. Crowley stated that there is no quorum of members when public hearings are held. If you want a cooperative effort, show up for the hearings. Chairman Ellis thanked Mr. Crowley for his comments.

Mr. Driggs commented on taking action on agenda items #15A, #15B, and #15C together. No objections were noted.

15B. Approval of the Draft FY 2003-2007 MAG Transportation Improvement Program

Mr. Ward reviewed the process for the TIP schedule. He stated that input on the TIP is received from the public; federal, state, and local agencies; private developers through local agencies; Valley Metro/RPTA; and MAG transportation plans, Work Program, technical advisory committees, models, and staff. Mr. Ward reviewed the types of projects included in the TIP, which totals approximately \$4.5 billion. He noted that the largest source of funding comes from local sources. Mr. Ward displayed pie charts that showed the source of funds, the allocation of funds by mode and the allocation of MAG federal funds by mode. Mr. Ward stated that changes to the TIP that was approved by the Regional Council for a conformity analysis are shown in Errata Sheet #5, which was at each place. He mentioned that any future changes will likely require emissions analyses and TIP amendments. Mr. Ward noted that a City of Tempe project will be TIP amendment number one. Mr. Ward stated that approval of the TIP is anticipated at the July 24, 2002 Regional Council meeting, and the Governor's approval in August 2002. Chairman Ellis thanked Mr. Ward for his presentation and asked if there were any questions.

15C. Approval of the Draft MAG Long Range Transportation Plan 2002 Update

Roger Herzog stated that the 1990 Clean Air Act Amendments require that transportation plans and programs be in conformance with applicable air quality plans. To comply with this requirement, a conformity analysis was conducted on the update to the MAG Long Range Transportation Plan. Mr. Herzog highlighted items addressed in the 2002 Update, which included extending the time horizon to 2022, addition of a half-diamond interchange on the Agua Fria Freeway at Bethany Home, and incorporation of the West Valley Multi-modal Transportation Corridor Plan. Mr. Herzog displayed a map of the freeway/expressway plan. He noted that during the year, Loop 101 was completed and the Red Mountain Freeway was extended. He indicated that over the next 20 years, it is expected that local bus service will triple and express bus service will quadruple. Mr. Herzog displayed a map of the 39-mile light rail system, where progress is being made. He stated that the LRTP is a multimodal plan that includes transit, freeways, bike, pedestrian, airport, streets, demand and system management, and safety planning. Chairman Ellis thanked Mr. Herzog for his presentation and asked if there were questions.

Terry Zerkle expressed appreciation to Mr. Smith and MAG staff on behalf of the City of Glendale for their efforts on the half-diamond interchange being incorporated in the Plan.

Hearing no further comment, Chairman Ellis asked for a motion to recommend acceptance of agenda item #15A, FY 2002 MAG Final Phase Input Opportunity Report, recommend approval of agenda item #15B, Draft FY 2003-2007 MAG Transportation Improvement Program contingent upon a finding of conformity of the TIP with the applicable state and federal air quality implementation plans, and agenda item #15C, recommend approval of the Draft MAG Long Range Transportation Plan 2002 Update contingent upon a finding of conformity of the LRTP with the applicable state and federal air quality implementation plans.

Ms. Dreska moved, Tom Buick seconded, and the motion carried unanimously.

16. Strengthened Enforcement of Maricopa County Dust Control Rules

Bob Evans, Manager of the Air Quality Enforcement Program at Maricopa County, gave an update on strengthened dust control enforcement efforts by Maricopa County. Mr. Evans stated that prior to the Serious Area Particulate Plan, Maricopa County had only one part time employee to respond to dust complaints. Now there are 15 full time employees to provide this service. Mr. Evans stated that inspections and compliance have both increased significantly, especially in the construction area. He indicated that more than \$800,000 in penalties have been paid. Mr. Evans stated that the Board of Supervisors revised the standards. With respect to construction sites, contractors and developers must submit a plan describing how roadway dust will be controlled. Mr. Evans reviewed the new standards requirements. He noted that interfaces must include a device to reduce material on tires. Gravel pads or a cattle grate could reduce material on tires. Mr. Evans reviewed the requirements for cleaning roadways in construction areas and covering construction trucks. He added that another measure to control dust includes watering the construction site, either during the night with sprinkler systems, or during the day with water trucks or hoses. Mr. Evans stated that in the case of property where the crust has been broken, property owners receive a certified letter from the Department informing them that they need to restrict access to their property. He advised that one of the ways this can be accomplished is by posting "No Trespassing" signs. Mr. Evans stated that

there are 10 full time inspectors regionally located who respond quickly to complaints. They also conduct proactive inspections at sites on a daily basis. If there are violations, the inspectors send a certified letter to violators immediately.

Mr. Evans introduced Kimberly Cummings, a prosecutor with the County Attorney's Office. Ms. Cummings stated that the program has been extremely successful over the past two years. She advised that more than 300 violations have been settled without going to trial and penalties have totaled more than \$800,000. Ms. Cummings stated that the program has received a national award given to counties in recognition of programs using innovative ideas. She stated that because of the increasing number of violations in the field, there is now a need for another attorney. Chairman Ellis thanked Mr. Evans and Ms. Cummings for their reports and asked if there were any questions.

Mr. Hutchinson commented that there have been great strides in the past several years. He noted that the City of Mesa is pleased with the County's efforts. Enforcement was a critical component to dust control, and he complimented the County on their efforts.

Chairman Ellis concurred with Mr. Hutchinson's comments. He stated that dust control is a serious issue in a community with large expanses, such as Peoria.

Mr. Anderson asked about efforts of the utility companies on canal bank dust. Mr. Evans replied that the utility companies must adhere to the same stringent standards as construction companies.

17. Valley Telework Update

Susan Tierney, Valley Metro/RPTA, gave a report on the Valley Telework Project. She noted that MAG provides funding with FHWA CMAQ funds to RPTA for the Valley Telework Project. She stated that telework staff assist local employers with developing effective telework programs that help to reduce trips, manage employee productivity, and help balance work and life priorities. Ms. Tierney mentioned that a US Army General runs the war in Afghanistan from his headquarters in Florida. Ms. Tierney stated that there are approximately 107,000 teleworkers valley wide. This saves more than 965,000 miles and 26,000 pounds of pollution daily. Ms. Tierney noted that 52 percent of 626 surveyed for the RARF tax extension survey gave telework a high or very high priority rating, which ranked ahead of pedestrian/bike paths, ITS, and carpool/vanpools. Ms. Tierney stated that the cities of Glendale, Mesa, and Scottsdale have proclaimed their telework programs very successful. She noted that one important benefit from telework is increased staff morale. Ms. Tierney reviewed the implementation steps for a successful telework program. She stated that staff is available to help agencies or businesses set up a program. Ms. Tierney added that a telework clinic is scheduled for Thursday, July 25, 2002 from 8:30 a.m. to 11:30 a.m. Registrations can be made by calling (602) 262-7433 or by email at, www.valleymetro.org. Chairman Ellis thanked Ms. Tierney for her update and asked if there were questions.

Mr. Zerkle stated that the City of Glendale has had good experiences with the telework project. He commended RPTA for their work in this area. Mr. Hutchinson stated his agreement with Mr. Zerkle's comments. He stated that Ms. Tierney and staff have been extremely helpful to the City of Mesa.

Chairman Ellis stated that Stuart Brackney had requested time to provide an update on the City of El Mirage after their fire at City Hall.

Mr. Brackney stated that a fire occurred at El Mirage's City Hall on July 2, 2002. He provided members with a memo written in response to those agencies who have offered assistance. The memo identifies the City's needs. Mr. Brackney praised the efforts of the firefighter crews from seven communities who arrived to fight the fire. He stated that one of the crews covered up equipment while the others fought the blaze. Mr. Brackney stated that due to these efforts, the city's documents and records were saved, and only a few pieces of equipment were lost. He stated that he could not say enough about the firefighters' efforts. Mr. Brackney mentioned that the City had been advised to back up their files, which was done. This saved the city's records from destruction because all information was on a backup tape. Mr. Brackney expressed his appreciation for the opportunity to address the Committee.

There being no further business, the meeting adjourned at 1:10 p.m.

Chairman

Secretary